

ASSEMBLY BILL

No. 1872

Introduced by Assembly Member Stone

February 19, 2014

An act to amend Section 14000 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1872, as introduced, Stone. Transportation planning.

Under existing law, the Legislature has made findings regarding the need for continuing and improving transportation planning at the state, regional, and local level.

This bill would make nonsubstantive changes to those provisions.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 14000 of the Government Code is
2 amended to read:
3 14000. The Legislature hereby finds and declares as follows:
4 (a) Continued growth in transport demand resulting from
5 population growth, concentration of population in urban areas, and
6 increasing mobility requirements indicate a need for innovative,
7 as well as improved, systems to accommodate increased demand.
8 (b) The diversity of conditions in California ~~is such as to require~~
9 *requires* a variety of solutions to transportation problems within
10 various areas of the state. Differences in population levels and
11 densities, living patterns, social conditions, topography, climate,

1 environmental circumstances, and other factors should be
2 recognized in determining appropriate solutions to transportation
3 problems in the various areas. Particular attention must be given
4 to differences among the metropolitan, the less urbanized, and the
5 more rural areas of the state. In some cases, future demands,
6 particularly in urban corridors, may prove to be beyond the
7 practical capabilities of a highway solution; while in other cases,
8 environmental conditions may rule out a highway solution. In still
9 other cases, heavy reliance upon highway transportation may prove
10 to be satisfactory for the foreseeable future. Clearly, the appropriate
11 mix of transportation modes throughout California to provide
12 economical and efficient transportation service consistent with
13 desires for mobility, will vary markedly from time to time and
14 from area to area within the state.

15 In all cases, regional and local expressions of transportation
16 goals, objectives, and policies—~~which~~ *that* reflect the unique
17 characteristics and aspirations of various areas of the state shall
18 be recognized in transportation planning tempered, however, by
19 consideration of statewide interests.

20 (c) A goal of the state is to provide adequate, safe, and efficient
21 transportation facilities and services for the movement of people
22 and goods at reasonable cost. The provision of adequate
23 transportation services for persons not now adequately served by
24 any transportation mode, particularly the disadvantaged, the elderly,
25 the handicapped, and the young, should be an integral element of
26 the planning process. Stimulation of the provision of transportation
27 not only for speed and efficiency of travel, but also for convenience
28 and enjoyment in shopping, school, cultural, and business pursuits,
29 leisure time travel, and pedestrian travel, is also a state aim. It is
30 the ~~desire~~ *intent* of the state to provide a transportation system that
31 significantly reduces hazards to human life, pollution of the
32 atmosphere, generation of noise, disruption of community
33 organization, and adverse impacts on the natural environment. The
34 desirability of utilizing corridors for multimodal transportation,
35 where possible to improve efficiency and economy in land use, is
36 recognized. The coastal zone should be provided with optimal
37 transportation services consistent with local and regional goals
38 and plans, with the objective of conserving the coastal resource.

39 (d) The responsibilities for decisionmaking for California's
40 transportation systems are highly fragmented. This has hampered

1 effective integration of transportation planning and intermodal
2 coordination. A comprehensive multimodal transportation planning
3 process should be established—~~which~~ *that* involves all levels of
4 government and the private sector in a cooperative process to
5 develop coordinated transportation plans.

6 (e) Accelerating change and increasing transportation problems
7 require that California take timely action to maintain viable
8 transportation systems. As long lead times are necessary to develop
9 transportation systems, the planning and development of
10 transportation in California should be coordinated by a Department
11 of Transportation. A multimodal transportation department in state
12 government is in keeping with the necessities of contemporary
13 problems and the thrust of federal involvement. However, there
14 is no intent to diminish or preempt the existing authorities and
15 responsibilities of regional, local, and district transportation
16 agencies in their handling of transportation matters—~~which~~ *that* are
17 local or regional in nature.

18 (f) The stimulation, continuance, and improvement of statewide,
19 regional, and local transportation planning and development are
20 a matter of state concern, and the state should, for this reason,
21 provide a portion of the financial resources and assistance necessary
22 to aid in preparing transportation plans, developing effective
23 transportation decisionmaking processes, and carrying out
24 implementation programs.